the destroyers, but the mere appearance of a convoy of merchant vessels was very unnerving when seen through a periscope. To take up from ahead a suitable position for attack, when some 25 steamers each with a different turning circle were performing a zigzag was more than any but the ablest and most daring German Commander cared to tackle ; the larger the convoy, the more unpleasant it looked, and it is the case that in the Atlantic most of the successful attacks were made either by ' browning shots/ or by torpedoes fired at a straggler, who for some reason had failed to maintain his proper situation in the convoy."

" By the middle of August it became very noticeable that the enemy, failing to find the homeward-bound traffic as easily as before, was now devoting more attention to the outward-bound vessels. At the end of April the proportion sunk had been 7 per cent, outward bound as compared with 18 per cent, homeward bound. Now while the numbers of inward-bound losses were rapidly decreasing, the sinkings of outward-bound tonnage were becoming more numerous."

Thereupon, as I have already mentioned, we made arrangements for convoying outward-bound vessels. This threw a great additional strain on the escorting destroyers, and the Report notes that:—

" The crews (of the escorting destroyers) were very hard worked, several of the officers broke down under the constant strain, and the vessels themselves suffered severely as the winter came on."